

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Perm Oblast)

REPORT

SUBJECT Miscellaneous Information on Perm

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A 12-page report on Perm /N 58-00, E 56-15

The report contains general information on the town as well as an annotated sketch map.

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COUNTRY: USSR (Perm Oblast)  
SUBJECT: Miscellaneous Information on Perm

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1. The city of Perm (Molotov) [N 58-00, E 56-15], on the Kama River, had two railroad stations, known as Perm I and Perm II. Perm I was a passenger station for local electric trains and also for long-distance steam trains. The track connecting Perm I with Perm II ran along the Kama River, through an area of river port installations, such as warehouses for building materials, food, and grain. Also located along this line were several industrial plants, including an alcohol distillery, a central bakery (Khlebzavod), a telephone factory (plant number unknown), and the Dzerzhinskiy Machine Plant.

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2. Perm II railroad station, which was also a passenger station for Sverdlovsk and Kirov, had a greater number of tracks than Perm I and bore very heavy freight traffic. There were several industrial enterprises located in the vicinity of Perm II, including: the meat and fish products plant (Miaso-Ribniy Kombinat), a concrete construction components plant, a timber processing plant, a sawmill, and a furniture factory.

3. Heavy industry was concentrated in the southern part of town, in an industrial area known as Yuzhniy. A number of plants connected with aircraft production, <sup>, about which</sup> ~~no details~~ <sup>were known,</sup> were located along the road which branched off the Stalinskiy Prospekt. The large workers housing projects which were being constructed around this industrial area consisted of four to five-story buildings made of glazed bricks and concrete blocks. According to rumor, the Yuzhniy industrial area also contained a plant or store for the manufacture, or storage, of explosives. Explosions of sufficient force to shake the entire town occurred frequently, sometimes by day and sometimes by night.

4. Perm lay on the south bank of the Kama River. On the opposite bank, which was sparsely populated, there were a number of sawmills and timber-processing plants whose source of raw materials were the <sup>surrounding</sup> forests.

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Further to the north of these installations, a large hydroelectric power station (Gidro<sup>o</sup>/~~elektrostantsiya~~<sup>y</sup>; GES) was being constructed. In late 1959 this power station was still under construction, but, according to rumor, a section of it had already begun operation.

5. Perm's public transportation system consisted of trolleys, buses, and a few taxis. The following are details on the trolley lines:

a. Route 1 - From the Perm I railroad station, along the western end of Lenin Street descending to the housing projects on the Kazan road.

b. Route 2 - From the Perm I railroad station, along the western end of Lenin Street to the Perm II railroad station and continuing west to the Krasny<sup>y</sup> Oktyabr quarter.

c. Route 3 - No details available

d. Route 4 - Ran parallel to Route 1

e. Route 5 - No details available

f. Route 6 - From the corner of Lenin Street and Komsomolskiy Prospekt, through Komsomolskiy Prospekt to the industrial area.

g. Route 7 - A circular route from Perm I railroad station along Lenin Street and back to Perm I railroad station.

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h. Route 8 - Ran parallel to Route 6

i. Route 9 - From the Perm I railroad station, along Lenin

Street in a northeasterly direction to the Balatovo quarter.

There were no trolley buses in Perm, but it was planned to introduce them along Komsomolskiy Prospekt.

6. The bus routes ran virtually parallel to the trolley routes, but since buses could stop nearer to the plants and institutions than the trolleys, people preferred to travel by buses, which consequently were always over-crowded. Most of the trolleys and buses were obsolescent and only in the last few years have new vehicles begun to appear.

7. The taxi service in town was very limited, and the drivers, interested in higher fares, preferred passengers who wanted to travel long distances. In order to hire a taxi for a special journey, it was necessary to tip the driver in addition to the fare shown on the taxi meter.

8. There was no central water supply and the inhabitants had to draw water from wells, which were located in the various quarters of the town. According to rumor, a central water supply was to be installed in the new buildings which were being constructed in the southern end of town.

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9. A central steam supply was provided by the town power station to institutions and plants, by means of an underground piping system. In recent years the population has been supplied with bottled gas for domestic purposes.

10. The Perm Oblast Hospital (Oblastnaya Bolnitsa) was located in an area bounded by Kuybyshev, Lunacharsky, Popov, and Pushkin Streets. It consisted of about ten buildings, each housing a separate ward. The hospital contained 1,000-1,200 beds and its equipment was obsolescent, with modernization progressing at a very slow pace. The treatment afforded patients was mediocre, one of the reasons for this being the shortage of antibiotics and even simple medicines such as aspirin. There was also a shortage of alcohol and a chronic shortage of bandages. The lack of bedclothes was made apparent by the general low standard of cleanliness in the wards.

11. A hospital for contagious diseases was located in the center of a residential quarter, on Pushkin Street, its location causing great dissatisfaction among the population.

12. The streets of Perm were poorly illuminated at night, and only in recent years have the authorities begun to erect electric lampposts. The domestic current supply was usually sufficient, although there were occasional cuts.

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13. Food supplies fluctuated according to the time of year. Before the first of May and in October, various commodities appeared in the shops which were unobtainable during the rest of the year, such as sugar and butter. The bread problem had been solved for a number of years, but the quality of the bread was generally poor. The supply of industrial products was also unstable and high-quality goods were sold out immediately, while new supplies were slow to arrive.

14. The inhabitants of Perm did not dress particularly well and fashions were not influenced by Western styles as they were in the large towns west of Perm. The majority of the population dressed in the traditional quilted clothes.

15. The postal service between Perm and Moscow was regular. Letters mailed in either city took three days to arrive in the other. Loss of letters or parcels was rare. Letters from abroad arrived within a reasonable period of time. Regular and registered letters were dispatched in the usual manner. Apart from letters which were sent abroad, inland letters occasionally aroused the suspicion of the authorities and were often censored. (The principle underlying domestic censorship was not known.) It was not necessary to write

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the name of the sender on the envelope. Letters bearing the addressee's name and town with the addition of the words "Do Vostrebovania" (Poste Restante - General Delivery) were handed over to the addressee at his local post office on presentation of his identity card.

16. There was a theatre in town, as well as a number of movie houses, with tickets obtainable from the box office in the usual manner. The seats in a theatre row were numbered consecutively. There were no identity checks in the theatre or in the movie houses. A normal theatre show lasted approximately three hours beginning at 8:30 p.m. It was not usual to tip the ushers, but tips were gladly accepted.

17. The Kama River was polluted, as the town's sewage and that of the plants emptied into it. There was no official bathing beach, but during the summer months the local inhabitants would choose what appeared to them the cleanest spot for bathing. They usually bathed in the river on Sundays, a general day of rest.

18. There was free entry and exit to<sup>and from</sup> the town, with no special permits required. The railroad station was constantly watched, however, by a militia guard. Policemen and detectives watched people leaving

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the trains, but ~~did~~ not ask them for identification unless they aroused suspicion. In recent years people were allowed to move more freely inside the town and were no longer asked to show their identification papers. In the industrial area, however, identity checks were still common.

19. Death certificates were issued by the militia. In the event of a death, the deceased's family must inform the militia and turn in his birth certificate and identity card. The identity card department of the militia (Pasportniy Stol) dealt with this matter and, according to rumor, the deceased's papers are destroyed. If the deceased had been of military age and held reservist's papers, his family was required to hand them over to the town military commissariat. The deceased's remaining documents could be kept by his family. The burial certificate was issued by ZAGS, the registration institution for births, marriages, and deaths.

#### Personalities

20. The following individuals held positions of importance in Perm:

- a. Kats (fmu) had been director of the oblast health service (Oblzdravotdel) since 1952. Prior to that time he was the chief

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doctor at the Perm Oblast Hospital.

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b. Gen. Loviy (fmu), head of the Oblast MVD Directorate  
(Oblastnoye Upravlenie), bore the title of "Komissar".

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c. Col. Petukhov (fmu), deputy commander of the Oblast MVD  
Directorate

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d. Pleshkov (fmu), director and chief doctor of the Perm  
Oblast Hospital, was an eye specialist.

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e. Col. Shirinkin (fmu), was deputy commander of the Oblast  
MVD Directorate. (No details.)

f. Cpt. Zhdanova (fmu), female, was director of the visa and  
registration department of the Oblast MVD Directorate (OVIR;

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Legend to Sketch of Perm

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1. Lenin Street
2. Karl Marx Street
3. Pushkin Street
4. Komsomolskiy Prospekt
5. Kirov Street
6. Bolshevitskaya Street
7. 25 Oktyabr Street
8. Central post office
9. Teachers college
10. Zvezda Street
11. Town council (Gorsovet) and town Party committee (Gorkom)
12. Oblast executive committee (Oblispolkom) and Oblast Party committee (Obkom)
13. Oblast Hospital (Oblastnaya Bolnitsa)
14. Dinamo sports stadium
15. Kolkhoz market
16. Military barracks (wooden huts)
17. Pharmaceutical institute
18. Naval school (Morskaya Shkola)

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19. Komunisticheskaya Street
20. Medical institute
21. Town park (Komsomolskiy Park)
22. Ordzhonikidze Street
23. Agricultural institute
24. Perm I railroad station
25. Kama River passenger port
26. Kama River shipping directorate
27. Cemetery
28. Star<sup>y</sup> Burlak machine plant
29. Dzerzhinskiy machine plant .
30. Telephone plant
31. "Kommunar" machine plant
32. University
33. Freight area of the river port
34. Krasn<sup>y</sup> Oktyabr quarter
35. Aircraft plant (?)
36. Brick factory
37. Temporary prison
38. Military cantonment (apparently air force)
39. Town and oblast military commissariat

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- 40. Oblast MVD Directorate
- 41. Stalinskiy Prospekt
- 42. Gorky Street
- 43. Military hospital for war invalids
- 44. Garrison hospital
- 45. Tuberculosis hospital
- 46. Perm II railroad station
- 47. Meat and fish products combine
- 48. Concrete products plant
- 49. Sawmill
- 50. Central bakery (Khlebzavod)
- 51. Spirit distillery (Spirt Zavod)
- 52. Timber processing combine (DOK)
- 53. Kuybyshev Street
- 54. Popov Street
- 55. Lunacharsky Street

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